

A NEW ABSOLUTE AIRSPEED RECORD

The SPEAKER pro tempore. The Chair recognizes the gentleman from California (Mr. KNIGHT) for 5 minutes.

Mr. KNIGHT. Madam Speaker, I am truly blessed to represent a district in southern California that is the home of so many historic feats.

Today, I would like to tell you about one of those feats that turned 50 years old today. October 3, 1967, is a date I will never forget, but it is probably a date I will never remember either because I was 9 months old.

On that date, a B-52 flew down the runway of Edwards Air Force Base with a small, white airplane tucked underneath her wing. A major who had thousands of hours in different platforms was the pilot of that airplane. He had been on several different programs and had been a test pilot for many years and was a graduate of the United States Air Force Test Pilot School. He was the pilot of that small, white aircraft.

The plan was simple on paper. It was to accelerate to 100,000 feet and achieve a Mach of 6.50. As the pilots at Edwards Air Force Base will also tell you, it is a profession that they go about, and they do this in a very professional manner. The terms were 100,000 feet and 6.50, the ending was 102,100 feet and 6.72—a new airspeed record.

□ 1015

The interesting thing about this is that the air speed record had been set on November 18, 1966, by the same pilot and broken just 10 months later. That flight has now stood for 50 years.

If that pilot was here today, he would say that it is a travesty that that air speed record has stood for 50 years. In fact, I was standing with him on the 30th anniversary and he said just those same words: Why are we stuck where we were in the sixties? Why haven't we continued to push forward?

I believe he was right and I believe he would be right today. I hope that I am not standing here on the 60th anniversary talking about the same issue.

The great men of that era did some phenomenal things. They pushed the limits. They knew that the sky was no limit and that it was actually just a boundary that we needed to push forward.

There were 12 pilots in the X-15 program. I grew up with many of them or their kids. There was General Rushworth, Neil Armstrong, Bob White, Joe Walker, Bill Dana, Joe Engle, Scott Crossfield, John McKay, Milton Thompson, and Forrest Petersen. Mike Adams lost his life in the X-15 program in November 1967—the only one to lose his life in that program.

The pilot of the October 3, 1967, flight was my father, Pete Knight. He flew the aircraft 16 times, setting the air speed record several times, breaking it, and then achieving 4,520 miles an hour on October 3, 1967, which still stands today.

I think the lesson is that we have got to keep pushing. Technology is not out there for no reason. It is out there for us to grab and continue to achieve. Those records are made to be broken. We must continue to push in aerospace and in every endeavor we encounter. That is what America does and that is what we do for all of mankind.

I think this record was a great achievement, and I can tell you one quick story. I knew of this record when I was a small kid because my father pulled that Machmeter out of the X-15 after he set the record. That Machmeter sat on our television for every year of my life, until he was on his death bed. He said: I want that Machmeter to go to the Smithsonian. Which is exactly where we sent it.

This was something that was an achievement by many engineers, pilots, mothership pilots, and chase pilots, but it is something that is now 50 years old, and we need to continue to push.

DEVASTATION AND HUMANITARIAN CRISIS IN PUERTO RICO

The SPEAKER pro tempore. The Chair recognizes the gentleman from New York (Mr. ESPAILLAT) for 5 minutes.

Mr. ESPAILLAT. Madam Speaker, any comments that I make in Spanish, I will provide translation in English.

Madam Speaker, I witnessed the devastation and humanitarian crisis this weekend when I traveled to the island of Puerto Rico with my colleague from Chicago, Illinois, LUIS GUTIÉRREZ.

As I traveled throughout the area, I met dozens of emergency workers from various cities around our Nation on their way to provide assistance to families in Puerto Rico.

(English translation of the statement made in Spanish is as follows:)

I had the privilege of travelling to Puerto Rico this weekend along with my colleague from the State of Illinois, Congressman LUIS GUTIÉRREZ, and witnessed the devastation caused by Hurricane Maria. But most importantly, I saw how the Puerto Rican people has united to work in restoring Puerto Rico from its current state. Thousands and thousands of people, including Mayor Carmen Yulín Cruz and the Governor, are compromised with the well-being of the Puerto Rican people. I saw firefighters and emergency workers at the Philadelphia airport trying to reach Puerto Rico to help their brothers and sisters. This has moved me and I understand the Puerto Rican people have a very big heart and immense solidarity.

Tuve el privilegio de viajar este fin de semana a Puerto Rico con mi colega del Estado de Illinois, Congresista LUIS GUTIÉRREZ, y fui testigo ocular de la devastación causada por el Huracán María. Pero más importante, vi cómo el pueblo puertorriqueño se ha unido a trabajar para levantar a Puerto Rico del estado donde se encuentra; miles y miles de personas, incluyendo la

alcaldesa Carmen Yulín Cruz y el mismo Gobernador están comprometidos con el bienestar del pueblo puertorriqueño. Vi a bomberos, trabajadores de emergencia, en el aeropuerto de Philadelphia tratando de llegar a Puerto Rico para darle ayuda a sus hermanos; algo que me ha conmovido y que entiendo que el pueblo puertorriqueño tiene un corazón muy grande y una solidaridad humana inmensa.

Madam Speaker, I met with Puerto Rico Governor Ricardo Rossello and San Juan Mayor Carmen Yulín Cruz. It bewilders me how someone could criticize the mayor of San Juan, Puerto Rico, from a cozy clubhouse in a well-heeled golf course when she was chest deep in water contaminated with toxic fuels and human excrement, bringing help to those who need it in San Juan, Puerto Rico.

We discussed with them efforts currently under way and ways that the Federal Government and Congress can improve our response to address immediate and long-term goals to help rebuild the island of Puerto Rico and the U.S. Virgin Islands—let's not forget them.

Yesterday, I released a 10-point plan following my assessment, and I offer this as a solution to provide an immediate emergency relief package for the humanitarian crisis we are witnessing in Puerto Rico and the U.S. Virgin Islands.

It is my hope that we, as Members of Congress, will work together to find solutions quickly, as the lives of U.S. citizens and the efforts to rebuild have remained encumbered.

Madam Speaker, I call for an immediate \$20 billion emergency relief package for Puerto Rico and the Virgin Islands.

Congress needs to act on a humanitarian emergency relief package for Puerto Rico and the U.S. Virgin Islands no later than this week. They cannot wait another week.

It is estimated that Puerto Rico will need \$85 billion for their recovery efforts. At a minimum, Congress need to enact a \$20 billion emergency relief package for Puerto Rico and the U.S. Virgin Islands.

Also, I call for a hearing on Puerto Rico and U.S. Virgin Islands recovery efforts. A congressional task force for coordinated relief efforts must be put in place. The delayed response in Puerto Rico was egregious.

I join my colleagues in calling for a hearing on Puerto Rico and U.S. Virgin Islands recovery efforts and for a full assessment on how to mitigate delayed reactions in the future and a strategic plan on a long-term recovery effort not only for Puerto Rico and the U.S. Virgin Islands, but for the entire Caribbean region that, unfortunately, stands on the pathway of natural disasters, including hurricane season.

As my colleagues have stated, the Hurricane Sandy Rebuilding Task Force resulted in a comprehensive plan